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**Inventory for
Manuscript Collection
MS-186**

**John Quinby Papers
Inclusive dates: 1724-1802
Bulk dates: 1782-1798**

by
Tracy Lamaestra
assisted by intern Denise Fields
July 2012

Shelf feet: .5 linear feet
Number of boxes: 1
Accession nos. 93.11.2, 96.42, 2009.057.109, 2010.067.75

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Abstract

Quinby, John (b. 1758 - d. 1806)

Papers, 1724-1802 (Bulk dates: 1782-1798)

1 Manuscript size box, (.5 Shelf feet)

John Quinby, Ship builder, ship owner and merchant of Stroudwater, Maine.

Papers of John Quinby regarding shipping business. Includes correspondence between Quinby and captains, ship agents or ship brokers. Vessel papers include correspondence and accounts for *Betsey* (Schooner), *Eunice* (Ship), *Falmouth* (Brig), *Friendship* (Schooner), *Industry* (Sloop), *John* (Bark/Ship), *L'Amitie* (Schooner), *Mary* (Schooner), *Mentor* (Brig), *Nancy* (Schooner), *Nancy* (Sloop), *Polly* (Schooner), *Rainbow* (Schooner), *Superb* (Brig) and *Titcomb* (Brig). Personal papers include a receipt and deed. Papers arranged as follows: Series I. General shipping business, Series II. Vessel related papers, Series III. Personal papers.

Purchased from David Casavant, 1993. Donated by Rolf Hedemann, 1996 and Charles E. Burden, 2009, 2010.

MS-186, Accession Nos. 93.11.2, 96.42, 2009.057.109, 2010.067.75.

Finding aid available in repository; folder and item-level control.

Added entries—persons:

Dolliver, William, *Captain*

Freeman, Moses, *Captain*

Lewis, Archelaus

Motley, Alexander, *Captain*

Partridge, Jesse, *Captain*

Pennock, William

Preble, Enoch

Quinby, John

Seal, Thomas, *Captain*

Added entries—corporate bodies (including vessels):

Betsey (Schooner)

Eunice (Ship)

Falmouth (Brig)

Friendship (Schooner)

Industry (Sloop)

John (Bark/Ship)

L'Amitie (Schooner)

Mary (Schooner)

Mentor (Brig)

Nancy (Schooner)

Nancy (Sloop)

Polly (Schooner)

Rainbow (Schooner)

Superb (Brig)

Titcomb (Brig)

Added entries—places:

Falmouth (ME)

Portland (ME)

Added entries—key terms:

Accounts
Customs service
Freight and freightage
Letters
Lumber-trade
Rum industry
Seafaring
Ship Captains
Shipbuilders
Shipping
Sugar-trade
Voyages and travels
Wages
West Indies trade

Acquisition

The John Quinby papers were purchased by the Maine Maritime Museum from Daniel Casavant on January 29, 1993 (acc. no. 93.11.2). The rest of the Quinby papers were donated to the Maine Maritime Museum by Rolf Hedemann (acc. no. 96.42) on June 2, 1996 and Charles E. Burden (acc. nos. 2009.057.109 and 2010.067.75) on December 18, 2009 and December 20, 2010, respectively.

Provenance

It is unknown how Daniel Casavant (a manuscripts dealer) acquired the papers of John Quinby. The John Quinby papers donated by Rolf Hedemann were handed down through the Hedemann family. Most likely, Charles Burden acquired the John Quinby papers from auction or collectors.

Restrictions

There are no restrictions on the use of these materials for study or research.

Physical Condition

The papers were mixed together in an archival box with a good portion of them folded. Several papers came housed in plastic sleeves with descriptive labels adhered to the Mylar. Documents were removed from these sleeves and re-housed in archival Melinex sleeves. The accompanying labels from the older sleeves were removed and adhered to the new Melinex. Many of the papers are discolored and/or stained. Other papers have creases with holes, minor tears or missing fragments. Most of these were repaired with thin, transparent document repair

tape. Creases and folds were gently flattened with a tacking iron at low to medium heat. Many of the papers are fragile and should be handled with care. As a whole, the papers are in decent condition for 18th century documents.

Processing Notes

The papers were organized into three series: Series I relate to John Quinby's shipping business, Series II are all vessel related papers and Series III are personal papers.

Business correspondence is both incoming and outgoing in chronological order by creation date. All business related receipts are organized in the same manner.

Vessel papers are organized alphabetically by name and then chronologically by creation date. The organization of the collection follows a standardized sequence to simplify access.

A cross-reference index table of captain's names is placed after the container's list.

Biographical Notes

John Quinby (1758-1806)

John Quinby was born on May 12, 1758 in Falmouth, Maine to Joseph II (b. 1715-d.1776) and Mary (Haskell) Quinby (b. 1722-d. 1815). His grandfather, Joseph Quinby I was a shipbuilder or shipwright in Falmouth, Maine.² The Quinby family were quite prosperous and John inherited considerable property and a mill upon his father's death.

He married Eunice Freeman (b. 1762-d. 1790) on October 31, 1782, daughter of Joshua Freeman of Portland, Maine. Eunice Freeman was a descendent of renowned colonial families: Elder William Brewster (who came over on the Mayflower), Reverend John Rogers (President of Harvard College), Governor Thomas Prence of Plymouth Colony and Governor Thomas Dudley of Massachusetts Bay Colony.³

John Quinby had a nephew, Thomas Seal, who was brought up in his household. Seal was the illegitimate son of Quinby's sister Rebecca and an English captain.² Thomas Seal became a captain and was shipmaster aboard the vessel *Eunice* (Ship).

John Quinby was commissioned as Lieutenant of the Sixth Company, First Regiment in the County of Cumberland in the Sixth Division of the Militia in 1787. He was also commissioned as Captain in the First Regiment of the Second Brigade, Sixth Division, Militia of Massachusetts, counties of York and Cumberland, in the District of Maine, 1794. He resigned from this position on June 1, 1796 at Boston.³

John Quinby, with his partner Archelaus Lewis, bought a parcel of land and mill rights from Enoch Freeman in Stroudwater, Maine in 1783. They constructed a shop on the waterfront for the building and outfitting of ships. Quinby and Lewis built dwellings next to each other at this same location as well. By 1796, they had constructed a two-story shop on Town Landing near the wharf. Store merchandise was brought in by sailing vessels or gundalows (flat bottom cargo vessels) up the Fore River via Portland. This merchandise included cigars, indago [indigo], flour, corn, coffee, molasses, rum, brandy, gin, chocolate, sugar, shoes and fish. This list comes from the review of invoices and receipts in the collection.

John Quinby was also a ship owner, loader of ships, surveyor of lumber and merchant. He was involved in domestic and foreign trade via his shipping business. Quinby exported

lumber, shingles, staves and fish, then in turn imported rum, molasses, sugar, rice and coffee. Repairs of vessels were conducted at his shipping business as well. Quinby also bought shares in the new Union Wharf in Portland about 1800. He owned Store #10 of general merchandise on the wharf.²

Quinby was either full or part owner of a number of vessels including *Friendly* (Brig), *Falmouth* (Brig), *Maine* (Brigantine), *John* (Bark/Ship), *Almira* (Brig), *Diamond* (Brig), *Mentor* (Brig), *Mary* (Schooner), *Eunice* (Ship), *Dispatch* (Sloop), *Superb* (Brig), *Good Intent* (Brig) and *Industry* (Sloop). These merchant vessels traded to Europe, South America and the West Indies.

On July 7, 1797 bound from Liverpool to Philadelphia, the ship *Eunice* was seized by the French privateer *L'Intrepide*. John Quinby's nephew, Thomas Seal, was shipmaster aboard the *Eunice* at the time.² The event is mentioned in a letter from Capt. William Dolliver to John Quinby on August 5, 1797:

"... to inform you that on the 9 of July in Longitude 28 I was boarded by a French Privateer who had your ship [E]unice. Capt. Thomas Leaf in possession were sending her to France as a Lawful Prise. She was from Liverpool bound to Philadelphia." (folder 7)

Concerns with war between the French and the English continued as is evident in Captain Moses Freeman's letter to John Quinby on July 7, 1797:

"... Americans taken lately by the English going from this [port] to America and carried in to Jameca [Jamaica]. I under stand it is owing to them having French people and property on board." (folder 14)

and again on April 15 [1798]:

"I was verry luckky last voyage as I went and came with out a convoy as the French take all American Vessels bound from Jameca [Jamaica], their is grate talks of war hear." (folder 14)

John and Eunice Quinby had 6 children—daughter Eunice (b. March 16, 1783 – d. 1862) and five sons—Thomas (b. Sept. 18, 1784 - d. Oct. 22, 1802), Moses (b.1786-d.1857), Levi (b.1787-d.1829, George (b.1789-d.1790) and an infant son born around September 1790. Sadly, Eunice Quincy died September 12, 1790 leaving John with the care of his children and newborn son. His son, George, died 10 days later after the death of Eunice in a drowning accident and his newborn son died that same year in December.¹

In 1804, John Quinby contracted what was then called "consumption" and what is now known as tuberculosis. He was still very active in his merchant and shipbuilding ventures. In fact, he was building a new brig in 1804. Two years later on September 27, 1806 John Quinby died.

The Maine Historical Society holds an account and day book (1795-1798) of John Quinby (Collection 1081).

References

1. Little, George Thomas comp. *Genealogical and Family History of the State of Maine*. New York: Lewis Historical Publishing Company, 1909. eBook.
2. Lovejoy, Myrtle Kittridge. *This Was Stroudwater (1727-1860)*. Portland: National Society of Dames of America, 1985.
3. Quinby, Henry Cole. *Genealogical History of the Quinby (Quimby) Family in England and America*. New York City: Tuttle Company, 1915. eBook.
4. Clifford, John Henry, Alexander Wheeler, et al. *The Acts and Resolves, Public and Private of the Province of Massachusetts Bay*. Vol. 21. Boston, MA: Wright & Potter, 1922. p. 400. eBook.

Scope and Content Notes

The John Quinby papers consist of a single box of manuscript records pertaining to the John Quinby shipping business in the eighteenth century. Quinby was a shop owner, merchant, ship builder and ship owner in Stroudwater a part of modern Portland, Maine. The papers are primarily vessel records. There are some general shipping business and personal papers in the collection as well.

The collection records Quinby's trade with local residents in merchandise and his involvement in the shipping industry. Papers capture shipbuilding activities, labor exchanges, purchases, repairs and shipping. A number of receipts show Quinby was also a surveyor of lumber. Some of the other receipts are handwritten by Portland Customs officials for clearance of vessels. In general shipping business correspondence, are proposals for the selling of a ship and the sale of the ship by Quinby. Moreover, there are letters from captains aboard vessels to Quinby concerning cargo, weather, damage, expenses, market trends and bills. There is also correspondence with ship brokers such as William Pennock of Norfolk, Virginia about the *John* (Bark/Ship) on March 31, 1798 (folder 14). The papers exhibit domestic and foreign trade, especially in the West Indies.

There is also a promissory note (February 13, 1780) where Arthur McLellan and Moses Titcomb agree to pay for the recovery and salvage of the cartel schooner *Nancy* wreck in Cape Elizabeth (folder 22). The *Nancy* (Schooner) was a cartel from Halifax, Nova Scotia cast ashore on February 12, 1780 at Cape Elizabeth.¹

There is a correspondence from Captain William Dolliver to John Quinby on August 5, 1797 reporting the seizure of the *Eunice* (Ship) with Thomas Seal as shipmaster by a French privateer. Josiah Parsons was recorded as mate in this letter as well (folder 7).

On the rear side of a freight and cargo account for the *Rainbow* (Schooner) is a general settlement account for the schooner *Friendship* (folder 25). In folder one, there is correspondence from Phineas Dana to John Quinby concerning the *Northward*. This vessel type could not be identified at this time. The bark *John*, in March of 1798, was re-rigged as a ship, so mentioned in one of the letters.

In personal papers, is a receipt for digging the grave and tending to the funeral of John Quinby's wife on December 10, 1790 (folder 30). Lastly, there is a deed. This is an "Articles of Agreement" between merchant John Quinby and yeoman John Cobbe. Cobbe agrees to rent a 90 acre farm in Falmouth at Amminconging [Amerescoggin ?] for one year from Quinby. The

document records this agreement took place in Falmouth, County Cumberland and Commonwealth of Massachusetts on April 1, 1795 (folder 31).

References

1. Clifford, John Henry, Alexander Wheeler, et al. *The Acts and Resolves, Public and Private of the Province of Massachusetts Bay*. Vol. 21. Boston, MA: Wright & Potter, 1922. p. 400. eBook.

Series Description

Series I. General shipping business (n.d., 1724-1799): Incoming and outgoing correspondence pertaining to the shipping business. Letters are from captains, ship agents and ship brokers, and from Quinby. There are a number of receipts with John Quinby as merchant and shop owner. Lastly, there is a prices current and import duties, Liverpool, sheet.

Series II. Vessel related papers (1780-1802): Vessel papers are correspondence (incoming, outgoing), account summaries, accounts general, charter party, freight and cargo, and articles of agreement. Many receipts are from the Portland Custom House.

Series III. Personal papers (1790, 1795): Includes a receipt for digging the grave and tending to the funeral of Mrs. John Quinby on December 10, 1790. There is also a deed, which is an "Articles of Agreement" between John Quinby and John Cobbe, April 1, 1795.

**MS-186 John Quinby Papers
Container List**

Box # Folder#

Series I. General shipping business

- | | | |
|---|---|-----------------------------------|
| | | Correspondence |
| 1 | 1 | Incoming, n.d., 1790-96 |
| | | Outgoing, 1794, 1797 |
| | 2 | Accounts general, n.d., 1724-1799 |
| | 3 | Prices current, Liverpool, 1797 |

Series II. Vessel related papers

Betsey (Schooner)

- | | |
|---|--|
| 4 | Account summary, 1797-1798 |
| 5 | Accounts general, Portland, May 1798, 1799 |
| 6 | Charter party, 1798 |

Eunice (Ship)

- | | |
|---|-----------------------------------|
| 7 | Correspondence, incoming, 1796-97 |
|---|-----------------------------------|

Falmouth (Brig)

- | | |
|----|--|
| 8 | Account summaries, 1787-1791 |
| 9 | Captain Alex Motley, 1787-1788 |
| 10 | Accounts general, Pointe-a-Pitre (GUD), Sept. 1790 |
| | Portland, Nov. 1790, April-Aug. 1791 |

Friendship (Schooner)

- | | |
|----|---|
| 11 | Accounts general, Portland, Jan. 1793 |
| | [SEE FOLDER 26 FOR SCHOONER <i>Friendship</i> GENERAL SETTLEMENT ACCOUNT] |

Industry (Sloop)

- | | |
|----|--|
| 12 | Account summaries, 1785-87 |
| 13 | Accounts general, receipts, 1784-1789 |
| | Pointe-a-Pitre (Declaration of Department), 1785 |

John (Bark/Ship), re-rigged

- | | |
|----|--------------------------------------|
| 14 | Correspondence-incoming, 1797-1799 |
| 15 | Account summaries, 1796-1799 |
| 16 | Capt. Moses Freeman, 1796-1798 |
| 17 | Accounts general, Portland, May 1797 |
| | Portland Sept. 1797 |
| | Portland, Aug. 1798 |
| | Portland, Aug. 1799 |
| | Portland, Nov. 1799 |
| | Portland, Jan. 1800 |
| | Portland, Aug. 1800 |

- 18 Bills of lading, 1797
L'Amitie (Schooner)
- 19 Accounts general, Port-au-Prince (HAI), July 1791
Mary (Schooner)
- 20 Accounts, general, Portland, July 1796
Portland, April 1797
Portland, April and Nov, 1797
Portland, Feb. 1798
Portland, Mar. 1798
Portland, July, 1798
Portland, Dec. 1798
Mentor (Brig)
- 21 Accounts general, Portland, May 1802
Nancy (Schooner)
- 22 Accounts general, promissory note, 1780
Nancy (Sloop)
- 23 Accounts general, Norfolk, April 1798
Polly (Schooner)
- 24 Accounts general, Portland, Nov.-Dec. 1793
Rainbow (Schooner)
- 25 Accounts, freight and cargo, 1793
[REVERSE SIDE GENERAL SETTLEMENT ACCOUNT WITH SCHOONER *Friendship*]
- 26 Articles of agreement, 1793
Superb (Brig)
- 27 Correspondence, incoming, 1795
- 28 Accounts general, Portland, July 1790
Portland, Jan. 1792
Portland, May, 1792
Portland, July, 1793
Titcomb (Brig)
- 29 Accounts general, April-May, 1785

Series III. Personal papers

- 30 Receipt, digging grave and tending to wife's (John Quinby's wife, Eunice)
funeral, Dec. 10, 1790
- 31 Deed, Articles of Agreement between John Quinby and John Cobbe,
April 1, 1795

MS-186 John Quinby Papers
Index of Captain's Names with Corresponding Folders

Name	Folder No.
Blake, James	1, 15, 20
Campbell, <i>Captain</i>	1
Curtis, Thomas	1
Deering, Nathan	2
Dolliver, William	7
Eldridge, John	6
Freeman, Joshua	15
Freeman, Moses	14, 16-18, 23, 26
Gooding, <i>Captain</i>	12
Knight, Joshua	7
McLellan, Arthur	2, 22
Meserve, <i>Captain</i>	19
Motley, Alexander	8-10, 12-13, 28-29
[Nayteck?], <i>Captain</i>	9
Paine, Jonathan	12-13
Partridge, Jesse (<i>and ship agent</i>)	8-10, 12, 29
Seal, Thomas	7
Smith, <i>Captain</i>	15
Thorlo, John	2, 9
Tobey, Stephen	2
Trickey, [Zebulon]	12
Tylor, <i>Captain</i>	14
Waite, Joshua	24
Webb, <i>Captain</i>	15
Weeks, Lemuel	1-2